cks and inspections (engineering jobs) so as to reduce the expenditure on engineering jobs and increase the availability of the aircraft for revenue purposes.

—Increase utilization of aircraft.

— System automation leading to improvement in work procedures and services.

Number of planes in the fleet of Indian Airlines

828. SHRI SHANTI TYAGI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the total number of planes in the fleet of the Indian Airlines and what is the number of planes flying presently;

(b) the average number of passengers daily flown by the airline during the years 1991 and 1992 and the estimate for the year 1993; and

(c) whether there is adequate number of pilots and engineers to operate the fleet?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Indian Airlines has a fleet of 53 aircraft of which 39 are available for scheduled operations.

(b) The average number of passengers flown daily by Indian Airlines during 1991-92 was 24,344 and the projections for 1992-93 and 1993-94 are 21,490 and 27,010 respectively.

(c) Yes, Sir.

Wrong landing by a Russian pilot flying I. A. aircraft

829. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government's attention has been drawn to report published in the Statesman of 10th January, 1993 under the caption "Three Warnings that IA ignored";

(b) if so, what are the details in this regard;

(c) whether it is a fact that on the 6th January, 1993 a Russian pilot on the Delhi-Madras Indian Airlines flight took a wrong turn and nearly made a landing at an Indian Airforce air field; and

(d) if so, what are the details in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) The main thrust of the news item is on the safety of the aricraft. Following the accident on 9-1-93 of TU-154 aircraft at Delhi, an expert Group had been constituted to make a fresh appraisal of the remaining TU-154 aircraft leased by Indian Airlines. The Group on the basis of available information concluded that there was no indication to doubt the safety of this type of aircraft.

(c) and (d) On 6-1-93, the TU-154 aircraft had at no time made an approach to the Tambaram runway. The aircraft had only taken a longer turn while proceeding for ILS approach to Meenambakkam airport.

Instrument landing system at Airports

830. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal under Government's consideration to provide Instrument Landing System at Delhi and other airports in the country;

(b) if so, since when this proposal has been under Government's consideration and what are the details thereof; and

(c) what are the names of the airports where the Instrument Landing System has been introduced so far or is likely to be provided and if so, by when?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Weather visibility condition, type of terrain around the airport, type of aircraft operation are the factors that determine the requirement of Instrument Landing System at an airport. Accordingly, this facility is already available at Agartala, Agra, Ahmedabad, Bangalore, Bhopal, Bombay, Calcutta, Chandigarh, Dabolim (Goa), Delhi, Dibrugarh, Guwahati, Gwalior, Hyderabad, Imphal, Jaipur, Jammu, Jorhat, Lucknow, Madras, Nagpur, Patna, Srinagar, Trivandrum. Instrument Landing Systems at Varanasi, Trichi, Khajuraho and Amritsar have been installed and are likely to be commissioned in another six months.

Meeting of the Board of Indian Airlines

831. SHRI PRAMOD MAHAJAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state: the number of times the Board of Indian Airlines met during the recent pilots strike?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): No meeting of the Board of Directors was held during the period when the pilots were on strike.

क्षेत्रवार डायरेक्टरी का प्रकाशन

832. श्री राम सिंह राठवा : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डायरेक्टरी का प्रकाशन क्षेत्र-वार "मुद्रण गौण स्विचन" के आधार पर किया जाता है ;

(ख) यदि हां, तो उपर्युक्त मानदण्ड के अनुसार उत्तर प्रदेश में कितने क्षेत्र हैं ;

(ग) इन क्षेत्रों की टेलीफोन डायरेक्टरी का प्रकाशन किस वर्ष किया गया था; और

(घ) टेलीफोन डायरेक्टरी का प्रकाशन दो वर्ष में करने के क्या कारण हैं ?

संचार मंत्रालय के राज्य मंत्री (श्री सुखराम) : : (क) जी, हां । टेलीफोन डायरेक्टरियों का प्रकाशन गौण स्विचन क्षेत्र के आधार पर कराया जाता है ।

(ख) उत्तर प्रदेश में गौण स्विचन क्षेत्रों की संख्या 28 है ।

(ग) उत्तर प्रदेश में प्रत्येक गौण स्विचन क्षेत्र के लिए डारेक्टरियों के प्रकाशन के लिए महीने और वर्ष का ब्यौरा इस प्रकार है :—

गौण स्विचन क्षेत्र का नाम	प्रकाशन का महीना और वर्ष
1. अलीगढ़	जुलाई, 1992
2. अल्मोड़ा	फरवरी, 1992
3. बरेली	अप्रैल, 1992
4. रामपुर	मार्च, 1992
5. झांसी	जुलाई, 1992
6. सीतापुर	नवम्बर, 1992
7. आगरा	फरवरी, 1993
8. नैनीताल	जनवरी, 1993
9. मथुरा	फरवरी, 1993
10. गौण्डा	—वही—
11. आजमगढ़	—वही—
12. गोरखपुर	—वही—
13. सुल्तानपुर	—वही—
14. बलिया	—वही—
15. मिर्जापुर	—वही—